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25X1A [redacted]

CHAL 0378
Copy 6 of 6

30 October 1958

MEMORANDUM FOR: Special Assistant to the Director
for Planning and Development

THROUGH: Director of Development and Procurement

SUBJECT: Crash Locator Beacon

25X1A 1. The attached letter dated 22 October has been received from [redacted] of LAC in the form of a handwritten note. It is reproduced as inclosed and distributed within project channels with a copy to WADC.

2. The beacon's potential desirabilities command sufficient attention to require further development. This will be done and resultant information disseminated periodically.

25X1A [redacted]
Colonel USAF
Director of Operations

Att: copy of letter

1 - Addressee
2 - Dir, D&P
25X1A 3 - [redacted]
4 - Ops subj
5 - Ops chron
6 - CHAL chron

6 7

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25X1A [redacted]

October 22

Roger -

25X1A We have looked into mounting and using the Hycon crash locator beacon as a project for [redacted]. He had Hycon people bring their locator over to our shop for discussion.

He and I decided against wiring this unit in his birds because it evidently needs more development at this time. The percent of successful drops were practically nil. It has not operated successfully on any Air Force test at Eglin.

If the time ever comes to mount this unit on the D-2, there is a very good spot for it. One of the considerations in mounting is that it must fire up in order to always be effective in the event of a crash.

You should not have to depend on the pilot releasing this thing when he is in trouble - particularly in view of the conditions surrounding accidents involving oxygen malfunctions.

We did some engineering and came up with the following recommendation -

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We would mount the firing tube as shown between the engine ducts. There would be a minimum of aircraft modification and the firing loads can be easily bled out. At this position there is no C.G. effect.

The gadget can be arranged to fire manually or automatically on aircraft impact.

The present unit is much too heavy for the functions it performs. We would modify somewhat and get it down to thirty pounds. Hycon engineers agree with us.

We have not figured a cost because this unit does not seem at this time to be practicable for our application.

If a good unit of this type becomes available we have a good spot in which to mount it for maximum effectiveness.

Best regards

/s/ [redacted]

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